

Presentation: Wellborn Community Center
January 9, 2015

Introduction:

There has been much dialogue to this point about Union Pacific approaching Brazos County with the intent to close Straub Road crossing. It began with UP sending a memo to Brazos County with their intention of closing Straub Rd. and from that it evolved into the citizens of South Brazos County who were going to be affected by the closure to begin a "Save Straub" campaign. This is all good, and any comment of fact that I make tonight is only to make more information known to the general public, and contribute to the transparency of what is happening.

It would have been good had UP contacted Brazos County representatives maybe 5 or 10 years ago letting us know about future endeavors in South Brazos County with the expansion of the "Hump" plant at Mumford in Robertson County, along with the expansion of the Port of Houston and the Panama Canal. I assume their business plans change with the trends in the US of moving goods from one point to another. In their initial contact with Brazos County officials, Union Pacific presented Option "A" that entailed beginning to create a "side track" north of the South Dowling Rd. / Koppe Bridge Rd. crossing located in Wellborn and ending 1,000 ft. north of Wade Rd. That proposal would have closed only the Straub Rd. crossing with no improvements set aside at South Dowling Rd. or Wade Rd.

Brazos County presented Option "B" to UP authorities in Omaha, Nebraska to consider altering those plans to include moving farther south and begin the "side track" south of a proposed Greens Prairie Trail extension and intersection which would close Straub and Wade Rd. crossings. The "side track" or double tracks would then extend from south of the Greens Prairie Trail intersection and end before it reached Drake Dr. going south before the entry into Duck Haven.

Because of this new option Brazos County has been negotiating with the landowners, the Santina's or Burkhalter property owners and heirs on acquiring enough land to construct a county road to extend from the intersection of FM 2154 and Greens Prairie Trail for approximately 868 feet to I&GN Road. Union Pacific has agreed to create a highly signalized RR crossing and TxDOT has agreed to work with Brazos County and UP to facilitate synchronized signals along with turn lanes, de-acceleration lanes, etc. Brazos County will be responsible for creating an intersection at I&GN Road. Also, Brazos County will work with landowners who

own land near the current intersection of I&GN Rd. and Straub Rd. to improve that intersection to make it safer for all residents who utilize that road.

I will be providing many facts relative to Union Pacific RR crossings in South Brazos County for your consideration. Hopefully, I will not be providing you with too much information. I will also address most of the twenty-one (21) questions that were submitted by a resident of Saddle Creek prior to the Public Hearing held on Thursday, December 11, 2014.

Questions:

1. What is the status of the county getting permission from the property owners affected by the Greens Prairie Trail Crossing?

Brazos County Right-of-Way Agent, Mr. Darrell Kolwes, has made contact with the property owners, Mr. & Mrs. Santina. On the Commissioners Court agenda for Tuesday, January 13, 2015, is a Memorandum of Understanding (MOU) with UP stating that Brazos County will accept Option "B" – the closing of Wade Rd. and Straub Rd. crossings, creating the need for UP to participate in the development of a highly improved crossing located at the intersection of FM 2154 and Greens Prairie Trail.

After that MOU is voted on and accepted by both parties, Brazos County is then in a position to negotiate effectively with the landowners.

2. What is the approximate sum of money the County and TxDOT are receiving from Union Pacific relative to the project to close Straub and Wade Crossings and open Greens Prairie Trail?

Mr. Hudanish, the UP representative has quoted many times that UPRR is committed to paying for the work that they have to do to create a RR crossing located at Greens Prairie Trail and FM 2154. His statements assert their committed amount is around \$650,000.00. UP will not write a check to Brazos County for this amount, they will pay it directly to their hired contractors. TxDOT is a little different in that they are a State agency and by law they have to follow different guidelines and procedures, which often take time to resolve. TxDOT is on board to pay for the improvements that are planned for State Highway FM 2154.

Brazos County has to have in their possession a signed and approved MOU with other contributors before they can commit any monies to any project prior to the project's start-up.

3. What is the distance from the center point of the proposed Greens Prairie Trail crossing to the start of the siding?

UP answer

4. UP answer

5. Considering an ambulance at Greens Prairie waiting for a train entering the siding, won't the response times change to a significantly higher number from the current emergency response times?

Here is a comment that is a response from Patrick Corley, 911 Director, on December 18, 2014 about trains blocking crossings due to unforeseen circumstances, (Note) Section 471.007 of the Transportation Code, which imposes a criminal penalty against a railway or if its trains block a RR crossing for more than ten (10) minutes, is pre-empted by the Federal Interstate Commerce Commission Termination Act of 1995 and the Federal Railroad Safety Act.

"Commissioner Wassermann, I wanted to follow up with you regarding our conversation about the possible closures of the railroad crossings at Wade and Straub Roads. It is my understanding that a new crossing would be put in place at Greens Prairie Trail in order to access the area using I&GN Rd. I'd like to discuss what impact that might have on emergency response to the Saddle Creek subdivision and surrounding area. As you know, the Brazos County 9-1-1 District is responsible for answering 9-1-1 calls and dispatching first responders to medical and law enforcement related calls for service to that area. While our goal is to always get help to the scene as quickly as possible, we understand that there are sometimes obstacles or circumstances beyond our control that can impact response times. By my very rough count, there are over 60 rail crossings in Brazos County. Surprisingly, the trains only occasionally delay response times and in cases where a train does impact a response, we can make a quick assessment of available resources and reassign the call to another unit, if needed. There are also some rules in place that prevent a train from blocking a crossing for an extended period which helps us out. The US Department of Transportation publishes a COMPILATION OF STATE LAWS AND REGULATIONS AFFECTING HIGHWAY-RAIL GRADE

CROSSINGS. Page 3-14 states that “Texas law prohibits a train from blocking a street, railroad crossing, or public highway for more than 10 minutes.” In our experience, the railroad does a good job of notifying our dispatch center when a train is expected to exceed this limit. We can pass that information along to first responders that might be impacted and plan accordingly. With the train running directly through the middle of Brazos County, there is always the potential for a delay in emergency response.

However, I’m not aware of any instance where the train has caused a significant negative impact on response at any crossing in Brazos County. I don’t see that this particular area is unique, or would be prone to a greater impact than any other areas in close proximity to the tracks. Assuming an alternative route is provided to access this area, such as the proposed crossing at Greens Prairie Trail, I do not see any significant impact on emergency response to that area. Please let me know if you have any questions or need additional information. Thanks, Patrick Corley.”

6. Union Pacific has stated their offer on the table to the County is 2 for 1. And as directed to the UP website we found the 2 for 1 information. However, there is no mention of statutes of limitations on the website as presented by the UP representative. 5 closings to 1 opening will be the ratio in Precinct 1 per this plan.

Answer: Crossings that have been closed in South Brazos County consist of the following:

- a. Old Highway 6 at Navasota River- closed due to a realignment request from TxDOT when Hwy. 6 South was being constructed. The closure affected one (1) citizen living on Old Hwy. 6, south of the crossing existing today, known as Lometa Lane.
- b. Crossing located at Roberts Rd. – a private road located south of Lometa Lane crossing. Closed at the request of TxDOT for rerouting State Hwy. 6 South. One (1) citizen resides on that road.
- c. Tom Moore, Sr. – private crossing to land owned by Tom Moore, Sr. was not utilized at the time of closure for many years prior.
- d. North Graham Road – the closing took place in 1999. The last traffic count Brazos County has on record was in 1991 and had 2,093 ADT. This crossing was replaced by Rock prairie West being built and opening up in 1999. Traffic count taken on February 26, 2013 had 5,903 ADT.

- e. The suggested closing of Straub and Wade Rd. crossings in 2015 would create two (2) official closures being replaced by the creation of Greens Prairie Trail crossing.

Talley:

- Plus 1 – you have to disregard the three (3) crossing closures near the Navasota River. The addition of the Lometa Lane crossing with good visibility and signalization equates to plus 1.
- Negative 2 – the closure of Wade Rd. and Straub Rd. creates a negative number of two (2).
- Plus 1 – opening a new crossing at Greens Prairie Trail and FM 2154 counts as a positive one (1).
- North Graham Road crossing was a swap for the Rock Prairie West Rd. opening (even swap).

I have in my possession and on display, a copy of a letter sent to Mr. C.D. Ziegler, Engineer for the State Department of Highways and Public Transportation, dated March 4, 1991, from the Brazos County Commissioners Court requesting a traffic control signal be placed at FM 2154 and North Graham Rd. "It quotes." "This portion of North Graham Rd. serves as a collector road to FM 2154 from a high density area consisting of at least five (5) subdivisions and a large mobile home park. The Brazos County Commissioners Court expressed their unanimous concern of this high volume, 4-way intersection at its regular meeting on March 4, 1991. Nine years before the crossing was closed and nothing happened in the mean time.

7. Is everyone aware of the issue that in the event that Greens Prairie is blocked by a stationary train, EMS heading west on Greens Prairie Trail will have to re-route to either Koppe Bridge or Drake Dr. adding significant time to the response time. The proposal is a significant change from the current situation. Has anyone considered this?

Answer: After extensive research on this question, replies given to me are that stationary trains will not block a normal one track crossing unless some unforeseen problem presents itself, like a failure to air brakes, accident, bridge wash out, or a local

situation that the train is faced with an unplanned emergency (Refer back to Question 5).

I presented a list of questions to Eric Dotson, City of College Station Fire Marshall. Here are the questions and his replies:

- 1) Considering an ambulance at the projected Greens Prairie Trail intersection is waiting for a train entering the “siding”, won’t the response times change to a significantly higher number from current emergency response times?
 - When limiting the RR crossings there is always potential of affecting response times.
- 2) In regards to Toxic Inhalation Hazard Training and other Hazmat training for the new siding track location, does Union Pacific RR really pay 100%? Who pays for the Hazmat Training that CSFD receives?
 - No, UP does not directly pay for our training CSFD does. They do periodically offer training classes.
- 3) In the event that the Greens Prairie Trail crossing that is proposed is blocked by a stationary train, CSEMS heading west will have to re-route to either South Dowling Rd. or Drake Dr. adding significant minutes to the response time. How will this be addressed?
 - It is possible our response time will be increased, however, our crews will make the determination of which route to take while responding.
- 4) Does Hazmat group with COCS Fire Dept. respond to all areas within Brazos County and other outlying areas?
 - Yes, we provide the Hazmat response for the 7 county COG only if requested by the on scene Incident Commander through our Mutual Aid Agreement.
- 5) What does Hazmat Training consist of?
 - All our training is in response to the directives set forth in the Texas Administrative Code Chapter 453 and follow the 2008 NFPA 472 Standard for Competence of Responders to Hazardous Materials/Weapons of Mass Destruction Incidents chapter 6 curriculum.
- 6) To the best of your knowledge, when was the last train car derailment in the immediate area?
 - Approximately 10 years ago at 159 in Millican was the closest.
- 7) What part does South Brazos County Fire Dept. play in Hazmat responses?

- South Brazos County Vol. Fire Department are the first responders, when a Hazmat situation is identified, the on scene Incident Commander will call for our Hazmat unit if necessary through our Mutual Aid Agreement.
- CSISD has purchased land on Royder Rd. for the location of another school in the future. They have donated two (2) acres on the southwest corner of that property to the City of College Station for construction of another fire station. The measured distance from that station using the crossing at Greens Prairie Trail and FM 2154 intersection to the main entrance of Saddle Creek subdivision is 12,578 feet. This equates to 2.38 miles, which should be somewhat closer than an EMS dispatched from the Barron Rd. station. The proposed build out of that station should happen during the 2015-2016 fiscal year.

These reflect answers to questions number 5, 7, and 10 on the original list of 21 that were presented by a citizen. Other questions were submitted by me.

8. Historically speaking was Wade Rd. a private crossing? Is it 100% under county ownership now?

Brazos County personnel have conducted extensive research to determine the answer to this question. Brazos County Clerk, Karen McQueen, assigned one of her best clerks to research the deed records. No definite answer could be found. On all railroad crossings connected to county roads, Brazos County owns and maintains the roadway up to the edge of where the 50 foot RR right-of-way adjacent to a state owned highway is managed and controlled by TxDOT.

To date, the Brazos County Clerk's office can find no record that states that the Wade Rd. crossing is co-owned by Union Pacific and the Wade family. Brazos County owns 100% of Wade Rd. from Straub or Stousland Rd. to the beginning of the RR right-of-way.

9. What is our current rural/urban classification and how may it change in the future?

Currently, Saddle Creek subdivision is classified as a rural Brazos County subdivision consisting of amenities such as paved roads, ditch drainage, oversized lots, and privately owned septic systems, located within the City of College Station Extra Territorial Jurisdiction (ETJ). Saddle Creek's preliminary plat was submitted to Brazos County Road

& Bridge Dept. as of August, 2006. There currently are eleven phases with a total of 208 residential lots. The City of College Station ETJ currently extends 3 ½ miles past the city limits. This line extends as the population of the city changes, because of this it can extend further in the future, and I was told just recently by the City of College Station Engineer that within months it will be 5 miles.

Everyone needs to understand that counties within Texas have limited control over regulations it can impose upon its citizens, as compared to home-ruled cities or municipalities. Cities are controlled by ordinances and counties are controlled by regulations.

Because there are two (2) other subdivisions located in the area of concern, I am including mention of them also. Duck Haven's preliminary plat was submitted in August, 2001. It currently has six (6) phases with a total of 106 residential lots. Duck Haven is basically the same type of rural subdivision as Saddle Creek exists today. Meadow Creek's preliminary plat was submitted in November, 2004 and currently has five (5) phases with a total of 316 residential lots. Meadow Creek is much different in that it is classified as a high density area with curbed and guttered streets with sidewalks. Because of the high density, that subdivision is served by a water treatment facility. Brazos County only maintains the streets in front of the curb.

How will Saddle Creek change in the future? You will be annexed by the City of College Station.

11. Has the County adequately addressed the increase in traffic through Duck Haven?
17. With the influx in traffic that will go through Duck Haven will the roadways be improved to county standards?

The streets in Duck Haven when initially constructed should have been built out to the Brazos County Road Construction Standards. Brazos County Road & Bridge Dept. has accepted streets within Phase 1 located within Duck Haven. Traffic signs are placed where appropriate with the Texas Manual of Uniform Traffic Control Devices (MUTCD). I received a memo from the Brazos County Road & Bridge Engineer dated December 18, 2014 in response to the spokesperson for Duck Haven subdivision, which states "There are significant changes to traffic patterns under way in the Duck Haven/ Saddle Creek area. It is best that we perform a traffic study while construction on phases 7 and 8 are ongoing to get the results that I believe the homeowners want. One concern is the

placement of a stop sign at the intersection of Canvasback Cove and Retriever Run (developer maintained roadway now). There is a need for that intersection to be regulated prior to the time that the county assumes maintenance. I give the go ahead for a stop sign at that intersection. If a need develops for a stop sign on the north side of Drake at “new” Widgeon Trail associated with phases 7 and 8, we will agree to that also.” Note: Phase 6 was accepted to the final plat within Duck Haven in Commissioners Court on December 23, 2014.

“In addition to that, I will likely send a letter to Duck Haven homeowners in Phase 1 in January regarding reconstruction of Drake Dr. and Widgeon Trail, Phase 1 roadways which will commence in the 1st quarter of 2015. Some maintenance work has already began in Phase 1 of Duck Haven.”

County roads that are dedicated by subdivision developers are platted by the developer and constructed by private contractors and paid for by the developer. After construction they are inspected by our County Engineer and Road & Bridge personnel and approved for construction. During a two (2) year period the developer has to put up a construction bond with Brazos County, and after another two (2) year period when the construction phase is accepted the roads are re-inspected and the developer is given a punch list of items to re-address. After the developer has gone through the punch list of items that need to be corrected, the developer requests that Brazos County Road & Bridge Dept. make another inspection. If all concerns are taken care of adequately, Brazos County will formally accept those roads into the Brazos County Road Maintenance Program and they officially become eligible for county maintenance.

12. At this time any and all residents wishing to put their home or lots on the market will unfortunately have to disclose the access situation in the homeowners disclosure statements. When can we stop having to do this?

I have talked to a number of realtors who have homes listed for sale in Saddle Creek subdivision, plus other realtors that I have known since moving here in 1954. I asked them about disclosures with the access situation connected with the proposed closure of the RR crossings of Straub Rd. and Wade Rd. Most of them had no idea of what was taking place until I explained the situation in detail. 100% of the realtors and subdivision representatives answered that the homeowners disclosure requirement did not exist now and not one replied that they thought it would become a requirement because of the circumstances that currently exist. The current agreement of that RR crossing closure would not be executed until another better crossing would be constructed in the area.

I was startled when one (1) realtor responded to me with the following statement, Quote, "The only thing I have heard about the RR crossing closure was that the residents were real concerned that Brazos County was going to shut down the main entrance to Saddle Creek and Stousland Rd. and force all residents to go through Duck Haven to get to FM 2154."

I took the time and effort to obtain a copy of a Seller's Disclosure of Property Condition from which I have with me, and nowhere does it mention conditions about ingress or egress to the property location.

A disclosure statement should never start, so there is no need to stop one.

13. Is the county aware that Saddle Creek alone contributes approximately \$100 million in taxable property value? How can we gain better information, engagement and involvement in decisions?

According to Brazos County tax rate analysis, the tax rate for 2014 was 0.4850. With that tax rate the ad valorem tax value on \$100 million dollars would provide Brazos County with \$485,000.00 revenue. \$422,600.00 of that amount would go to maintenance and operations and \$62,400 would go to interest and sinking funds.

Actual expenditures or budgeted amounts for 2014:

- Road & Bridge - \$10,824,892.00
- Sheriff Dept. - \$5,026,748.00
- Jail - \$10,866,592.00
- *Court Support Criminal - \$2,585,681.00
- Court Support Civil - \$2,219,393.00
- Juvenile - \$4,153,194.00
- Capital - \$2,461,584.00
- Debt - \$9,219,311.00

27 new and replacement vehicles - \$984,634.00

Brazos County has already spent \$616,000.00 on the Hall capital murder case and the trial was set to begin in January 2015, but has now been postponed until the summer of 2015.

Brazos County has 479 miles of roads to maintain. To rebuild one (1) mile of road with

asphalt costs \$350,000.00.

(Note:) Please pick up a copy of this information in the back.

14. Will school bus routes have to start early due to the potential for trains entering/exiting siding?

Here are the responses that College Station Independent School District (CSISD) sent back to me:

In response to your questions submitted to the CSISD Transportation Department, we must first acknowledge that our bus routes change frequently during the school year to improve rider safety and create efficiencies when possible. The movement of families throughout the district during the year is another irregular variable in the calculation of bus routes. We will adjust routes, route times and bus stops many times during the school year.

- 1) How many CSISD bus routes cross over UPRR crossings at the following intersections with FM 2154: Rock Prairie West, Capstone Drive, South Dowling/Koppe Bridge, Straub Road and Wade Road?
 - Rock Prairie West – 12
 - Capstone – 2
 - South Dowling/Koppe Bridge – 8
 - Straub – 2
 - Wade – 1
 - Note: Each bus route crosses each intersection two (2) times per day.
- 2) How many bus trips utilize the intersection of FM 2154 and Greens Prairie Trail on a daily basis?
 - Twelve (12) regular bus routes use that intersection each school day.
 - Note: Each bus route crosses each intersection two (2) times per day.
- 3) When the next CSISD School is built on the Royder Road site, what is the projected school bus traffic increase utilizing the FM 2154 and Greens Prairie Trail intersection?
 - The answer is first qualified by confirming that the district does own property between Royder Road and FM 2154. However, to consider building any new school(s) the CSISD voters must first

approve a bond sale for new schools and then the CSISD School Board must decide on the school location. Historically, CSISD has owned property that was not used for school buildings and later sold in the best interest of the district. The district has also received donated property used for a new school location. Property is purchased by the district in consideration of the need for new schools, but changes in housing developments, student population densities and the numbers of school aged children may dictate different locations for new schools.

If and when the next campus(s) is (are) built at that location, we may expect an increase of 10 to 15 buses in that part of town. However, new school attendance zones, campus based special programs, housing development and student movement all impact the number of bus routes, trips and time schedules.

- 4) What is the overall length, from bumper to bumper of a 48 or 60 passenger school bus or largest passenger capacity bus CSISD owns?
 - The largest bus owned by CSISD is forty (40) feet in length.
 - 5) If both Straub Road and Wade Road crossing are closed by Union Pacific RR and a new signalized crossing is constructed at the intersection of Greens Prairie Trail and FM 2154, will school bus routes serving that area have to start earlier than they currently do?
 - If a new signalized crossing is constructed at FM 2154 and Greens Prairie Trail, there should not be a significant change in route time. We also concur that a signalized crossing is a safer intersection for school buses and other motor vehicles when compared to a non-signalized intersection.
16. Regarding the connection of Saddle Creek to Duck Haven, we were given two completely conflicting explanations from the Judge and our Commissioner, one right after the other. Please provide an answer?

At 2:43 hours into the Public Hearing at the Brazos Center on December 8, 2014, Randy Jedlicka asked about improvements to Drake Dr. He lives on Retriever Run, it was a cul-de-sac when he bought his home, but now it is a thoroughfare thanks to the County. Judge Peters answered "That it is in the ETJ of College Station. That is not a Brazos County road.

That's College Station, it's something that they require inside the city and outside the city limits that there are two ways out of a subdivision. I'm not saying it's not a good idea, but that's not our call." Commissioner Wassermann replied "That street that you are talking about, that's a connector street between Saddle Creek and Duck Haven. That's all planned out by the developer. We had very little input into that." Wassermann went on to say that "the County may have had some input, but we didn't construct it." Those are exact comments from the recording of the meeting. So in reality, not either Judge Peters or Commissioner Wassermann gave a conflicting answer.

Upon further investigation relative to the Duck Haven and Saddle Creek subdivisions it should be noted that pictured on the Duck Haven master preliminary plat approved in 2001, it shows a street connection to the "Wade" tract which is not part of Saddle Creek subdivision. The preliminary plat for Saddle Creek subdivision was originally approved in October 2006 and shows a street connection to Duck Haven. The street names have changed, but the connection point has not. The public street connection, now Canvasback Cove, between these two subdivisions has always been shown on the plats, and is required by the City of College Station and encouraged by Brazos County so that these connections have general transportation connectivity benefitting critical secondary emergency access.

All subdivisions are to have two ways of ingress and egress when thirty (30) lots are built out.

18. Throughout the past months Commissioner Lloyd Wassermann has used the word "confidential" during discussions and that he could not disclose any information related to many pieces of this puzzle. Why not be transparent?

First I will address the issue of transparency. On Thursday night, October 30, 2014, I attended a meeting with the Saddle Creek HOA at 6:00 p.m. During this meeting I talked about many different subjects about the closure of Straub Rd. RR crossing. Mention was even made about the construction of a new intersection located at FM 2154 and Greens Prairie Trail with many details given. There were even handouts given to those who wanted one which consisted of five (5) pages. Distances were quoted from all entry points relative to the existing RR crossing and the proposed new one.

On October 20, 2014, at 8:59 a.m., a resident of Saddle Creek sent me an email about a rumor circulating that Brazos County and Union Pacific RR were considering closing Straub Rd. RR crossing and the County had given the green light on this. At 2:30 p.m. on that same day I was in this constituent's driveway to hand deliver my response to his concern. Over the course of discussion and hearings, I have received many emails with citizen's

concerns about the RR closures. I personally responded to each one. Many phone calls were placed to me, and I visited with each caller, or if they left a message on my phone, I returned the call.

After the meeting with the Saddle Creek HOA, I promised M.L. Schehin that I would reply to him after every meeting or discussion was held with any of the entities involved and report back to him, which I did very conscientiously.

On December 5, 2014, I received an email from an individual who identified themselves to reside on Drake Dr. in Duck Haven. This email was sent to me at 11:19 a.m. I replied to this email at 3:48 p.m. that same day. By the next morning, the Constable of Precinct 1 sent me a copy of an email that was being distributed entitled, "Correspondence from Mr. Wassermann today" from a Saddle Creek resident. It was the exact copy that I sent to the individual who mentioned they were a resident of Duck Haven residing on Drake Drive. With all due respect, I believe that if I send an email to an individual replying to their questions or concerns, that reply should somewhat be considered private information.

Now, to reply to me using the word "confidential" during my comments or written replies during the course of time since the closure of Straub Rd. became an issue. When I am attending a meeting with UP representatives, TxDOT personnel, or other entities discussing the potential of closing Straub Rd., and during these meetings the UP representative is showing slides during a power point presentation, and printed across a slide is a caption that states "confidential – do not discuss", because at the time during that discussion the UP representative states that this material should be confidential until his supervisors agree to subsidize and endorse the project, then I am going to honor that request. When the TxDOT Regional Engineer, Ms. Hejl, makes the comment that their office will make a commitment of so many dollars to the project, everyone should understand that TxDOT is a part of a State agency in charge of Texas transportation and there are many levels of clearance that they have to go through. If I were to go out immediately after the meeting and publicly make a statement that TxDOT had agreed to contribute two (2) million dollars to the Greens Prairie and FM 2154 intersection project, and then they could not find the funds available to follow up, then I would be jeopardizing the project and trust the Regional Engineer had requested from all in attendance. To this date, I have not heard one person in attendance at that meeting quoting the amount that TxDOT would contribute, even UP RR is concerned that Mr. Hudanish has mentioned repeatedly their amount consisting of \$650,000.00 to pay for their commitment.

I have one more personal comment about using the word “confidential” in comments and discussions. Maybe I feel compelled to act within Webster’s Dictionary definition of confidential – (adjective) secret, private and trusted.

21. Have any of the emergency services been contacted about how they would respond to an emergency with the new proposed Greens Prairie Trail and FM 2154 intersection and closing of Straub and Wade Rd. RR crossings?

Recently, I have made contact with: Brazos County 911 District, City of College Station Fire Dept., South Brazos Fire Dept., Brazos County Emergency Management, Brazos County Law Enforcement, and CSISD Transportation.

Most of their replies to questions I presented to them have been answered earlier.

Other Factors Related to RR Crossing Closures in Brazos County – Precinct 1

1. Comparison of N. Graham RR Crossing to Rock Prairie West RR Crossing which took its place.
 - North Graham RR Crossing was closed during 1999
 - Traffic count on North Graham Rd. before the RR Crossing was closed in 1999 was 2,093.
 - Rock Prairie Rd. West construction was finished on August 18, 1999. ADT count on February 26, 2013 was 5,903.
 - ADT survey taken by City of College Station on February 25, 2014 was 14,698.
 - Current ADT count on Rock Prairie West Rd. was 6,893 on January 7, 2015.
2. What does Rock Prairie West Rd. look like in 2015:

Businesses:

- Vet Clinic
- Animal Care Facility
- Carpet/ Flooring/ Lighting Fixture Business
- Tile/ Marble Business
- Electrical Distribution Facility
- Plumbing Businesses (2)

- Storage Facilities (2)
- Travel Trailer Storage Lot
- Surveying Business
- Mobile Home Parks (2) – The largest one is Rolling Ridge which consists of RV slots, mobile home lots, and manufactured homes. If you combine the total of 485 spaces, plus the second mobile home park you have 672 spaces. Note: You must consider that each space will have multiple drivers residing in each dwelling.
- Convenience Store (an additional one is planned)
- Golf Driving Range

3. New Residential Developments on Rock Prairie West and Holleman South constructed in the last few years:

- Barracks - 110
- Barracks II - 382
- The Cottages – 1,263
- Buena Vida - 63
- German Acres -10
- Great Oaks * - 82 (Final plat – August 2000)
- Las Palomas - 28
- University Heights - 151
- Williamsgate * - 34
- (Future) Mission Ranch Subdivision * - 223
- Stable Development – 28

* Denotes single family dwellings

Note: You must count each development to have four (4) residents per unit because most consist of 4-Plexes with the exception of those marked with an asterisk, those are single family residences.

Summary:

There are approximately 28 platted subdivisions existing in South Brazos County located west of the RR tracks in Precinct 1. Why am I depicting a comparison of Rock Prairie West Rd. to what is happening southwest of Wellborn with the closure of two (2) RR crossings? To look into the future growth of Brazos County to the southwest of College Station on the west side of the RR

tracks, you must consider the county population increase over the last three (3) decades. Brazos County population in 1990 was 121,861, in 2000 – 152,415 and in 2010 the census count had it at 194,851. The Brazos County website shows the population in 2013 to be 203,164. Precinct 1 had the greatest gain in census count up by 16% in 2010. Why am I pointing this out tonight? The reason is to emphasize that the development of residential housing and commercial businesses is still taking place west of the RR tracks, and it does not look like it will slow down in the near future. With the creation of the Bio-corridor and health related industries through cooperation between Texas A&M University and other entities northwest on Highway 47. I potentially see growth in Brazos County to flourish and continue to grow. Another interest item to all residents of South Brazos County who reside west of FM 2154 and the RR tracks is the fact that the Brazos River acts as a natural barrier to your west. For a motorist to navigate and get west of the Brazos River, you must travel to FM 60 west if going north on Hwy. 159 to Hwy. 105 when traveling south. There is only one (1) county owned road, White Switch Rd., that allows you to travel west towards the Brazos River.

Conclusion:

From all of the facts and information I have gathered for this report, the biggest concern I have is about the intersection located at South Dowling Rd./ Koppe Bridge and FM 2154. Recently the Metropolitan Planning Organization (MPO) conducted a survey of the public allowing citizens to submit projects they thought were worthy for future consideration. I have been informed that the City of College Station and TxDOT submitted no requests to the MPO that would affect the Wellborn area south. Alan Munger, Brazos County Engineer, who serves on the local board for the MPO, when becoming fully aware that the project or construction of an intersection at FM 2154 and Greens Prairie Trail could become an issue during the 2015 fiscal year submitted a proposal to the MPO.

Why is this important? While I was visiting with the CSISD Transportation Director, and from the information and facts they submitted to me, herein lies the problem: The South Dowling Rd. and FM 2154 intersection has currently sixteen (16) daily bus crossings. The CSISD Transportation Director pointed out to me that this intersection is the MOST DANGEROUS that the busses have to navigate on a daily basis.

I did some measurements at this intersection and found that from the nearest rail of the tracks adjacent to FM 2154, there is only forty-eight (48) feet in distance to the edge of the driving surface on FM 2154. The distance from the edge of the driving surface of FM 2154 to where the inside cross bar comes down is only thirty-six (36) feet. With the longest bus in CSISD's fleet having a length of forty (40) feet from bumper to bumper, the driver has to extend the bus

forward when going east so far forward that the front of the bus almost extends into the traffic lane of vehicles traveling south on FM 2154.

This intersection needs to be aggressively addressed in the future by the citizens of the area that are dependent on this RR crossing. Pressure should be asserted on Union Pacific, City of College Station, and TxDOT to improve the South Dowling Rd./Koppe Bridge intersection at FM 2154.

I must mention in my closing remarks that if the Greens Prairie Trail and FM 2154 crossing becomes a reality, that project will be costly to Brazos County. Because of those expenditures there will be other road improvement projects throughout Precinct 1 and other areas within Brazos County that may be delayed.

During the Public Hearings there was a question posed by Dr. Brandon Posvar relative to being delayed at a RR crossing on an emergency call. I contacted two (2) well-known local surgeons who I knew resided in the affected area. One has lived in the area for eighteen (18) years and the other for fifteen (15) years. Neither one has ever been delayed by a train blockage if they had an emergency situation. (I realize that it can, and probably will at some time).

When it comes time to continue negotiations with landowners, Mr. & Mrs. Santina and heirs to the Burkhalter property, that Brazos County has to acquire to accomplish the desired goal, it is my prayer and hope that they are treated with a great amount of respect, compassion, and understanding.

Respectfully Submitted,
Lloyd Wassermann
Brazos County Commissioner, Precinct 1
January 9, 2015